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GOOD ROADS MEAN PROGRESS.

They Tend to Increase the Value
of Property.

WILL LOWER COST OF LIVING

Farm Lands Will Be Settled More
Rapidly, More Good Crops Will Be
Raised, and the Consumer Will Re-
ceive Supplies at Smaller Prices.

A team of horses struggling along a mud road in the endeavor to draw half a load affords a striking object lesson of road improvement when compared to a team drawing a heavily loaded wagon at a comfortable trot along a stone surfaced road. This isolated example must be multiplied by 3,000,000 in order to obtain the cumulative effect of bad roads upon traffic in the United States. Not less than \$250,000,000 is the useless tribute annually levied upon the people of the United States by its bad roads.

In 1896 a widespread inquiry made by the office of public roads indicated that the average cost of hauling on roads in the United States was 25 cents per ton per mile. In 1906 the bureau of statistics ascertained from its 2,800 county correspondents that the average cost per ton per mile was about 23 cents and the average length of haul 9.4 miles.

The high cost of hauling is not the only burden which the American people are carrying by reason of their bad roads. In traversing a region of country isolated from markets by reason of bad roads one is struck by the wastes of matted land and by the lack of variety in the products. This is a condition more frequently due to lack of adequate transportation facilities than to lack of industry and intelligence of the inhabitants.

The point may be illustrated by assuming a series of concentric circles to be drawn about a market town or railroad station, constituting zones of production in all of which the roads are uniformly bad. Within the first zone all products can be delivered to market at a profit. Within the second zone certain products must be eliminated because of the length of haul. Milk, small fruits and certain kinds of vegetables requiring quick delivery and careful transportation might be cited as examples.

In the third zone still other products must be eliminated because of the prohibitive cost of hauling. The fourth zone will include only those products which can be held until the roads are passable and then hauled long distances and sold at a profit. Beyond this zone the land must be left unproductive or utilized for grazing and timber.

Every improvement in the roads leading from this market widens these zones, makes unproductive land productive and enables the farmer to exercise a wider discretion in determining the character of his crops. The prosperity of the individual farmer becomes far greater, the traffic of the railroad increases, the consumer receives better supplies at lower prices, and thus the beneficial effects continue in an ever widening circle.

While it is impossible to assign an arbitrary percentage or amount to represent the increase in land values by reason of road improvement, it is generally believed that the average in-



COUNTRY ROAD UNIMPROVED.

crease per acre within the zone of influence of an improved road would be from \$2 to \$3 per acre. As there are about \$30,000,000 acres of farm lands improved and unimproved in the United States the possibilities of aggregate increase in value are enormous.

These figures constitute conclusive evidence of the immensity of traffic on the common roads. They do more—they give food for reflection as to where the cumulative losses in wear and tear of wagons, harness and teams, due to poor roads, will land us on the debit side. Nobody can ever approximately estimate this drain, but everybody must know it is in terms of millions.

The loss in dollars is serious enough for grave concern, but when the additional charge is made that bad roads are a menace to our institutions, our health and our educational development it constitutes an indictment of such gravity as to demand paramount consideration. Hundreds of millions of fertile acres remain uncultivated while the insalubrious and unwholesome city tenements are crowded with human beings whose standard of living must result in their mental, moral and physical decay.

It is not generally realized that our 2,155,000 miles of road constitute a great source of disease. By means of dust disease germs enter the human system. This is particularly true of

intercolic germs. Roads of the future in great centers of population will be practically dustless, and the bituminous and other binders which will be used in the construction of such roads will not only minimize the danger of disease by reducing the dust nuisance, but they are in a measure possessed of antiseptic properties.

There is no phase of life in the country, social or economic, which is not affected by good roads. There is a direct relation between improved highways and the value of land, the attendance of children at school, the health of the community and everything else that tends to make life in the country efficient. And this, in turn, affects the people in the cities who live on the country products. It is a task—the maintenance of good roads—which affects every person in the country, no matter where he lives or what his profession.

Road building is an art based upon a science. In this age of specialists it almost surpasses belief that the American people, so practical in all other lines of endeavor, should permit their golden millions to be frittered away



THE SAME ROAD MACADAMIZED.

by men who for the most part know little or nothing about either the science or the art of road building. There are today more than 1,000 petty road officials in the United States, each and all receiving compensation.

Very few of these men devote more than a fraction of their time to road work, because their interests lie elsewhere and their compensation is too small to enable them to devote their entire time to the work. It is not surprising that a century and a quarter of this kind of supervision has resulted in the present chaotic condition of our public roads. The reforms that should take place will provide a comparatively small body of trained, competent road builders devoting their entire time to continuous road work.

Not only must the roads be built by trained men, but they must be kept in repair.

The road building era has already begun. Already great strides have been made in recent years toward bringing about these needed reforms in the road laws and administration, in providing more adequate revenues and in devising methods of construction and maintenance adapted to the requirements of modern traffic.—Logan W. Page in World's Work.

HASKELL'S HIGHWAY PLAN.

Oklahoma Governor Advocates a State Good Roads Commission.

Governor Haskell said recently that he will recommend to the Oklahoma legislature, possibly at a special session, the creation of a state good roads commission and the office of state engineer and will favor the continuance of good roads from one county into another.

"The building of roads—that is, permanent and good roads"—he said, "is one as large an undertaking as building railroads. They should be of large extent and should not be stopped arbitrarily at the county line just because the authority of the county commissioners does not extend into the next county. The way to build our roads state wide is to create a good roads commission to act as a consulting board for the various sets of county commissioners. The engineer of the board would, in fact, be a state engineer, who would plan the best surveys for good roads from a state standpoint and lay the plans before the sets of county commissioners for approval and the voting of the necessary bond to defray the expense by counties as must be done under the present good roads law. The only thing that the state can furnish is convict labor."

Sand-clay Roads in Kansas.

Sand-clay roads are made of those two materials, and in some parts of the south are held to be, for particular regions at least, more practicable than macadam. This construction is now being introduced in the sand hill country of Kansas, where the sandy roads have hindered agricultural development by imposing great difficulty on the transportation of farm products.

Garden City, which is in the sandy country, solved the transportation problem by building a sand-clay road through the hills south of that city. Before this road was built farmers had to haul their grain more than twenty-five miles by a roundabout way in order to reach a market that is only ten or twelve miles distant. The property owners of Hutchinson and McPherson counties are now considering the opening of a big territory that has been handicapped by heavy sand hill roads.

More Real Work Needed.

A good roads convention is always a helpful institution, but there are a great many people who would do well to spend more time in making roads instead of attending conventions.

A DEEP MYSTERY SOLVED.

Women Blinded by Science.

The Doctor writes his prescription in Latin and the patient shuts her eyes to what she is swallowing. She takes that much on faith. If it should cure her she doesn't know what cured her. If the prescription injures her she doesn't know what did the injury. The physician is experimenting with different prescriptions all the time. Sometimes his medicine is successful in the case but often not. This mystery of a concealed prescription is intended to mystify and to blind the patient. One physician of wide experience and national reputation does not believe in mystifying the public, nor does he grasp at the stars, but believes that Nature provides that which is necessary for our health and happiness.

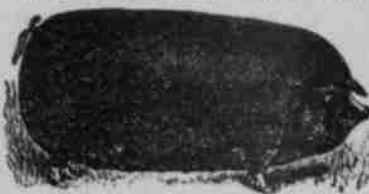
When the womanly system is deranged beyond the stage where it will respond to sunbath, good air, cheerfulness and proper rest, when the balance of health is seriously disturbed this doctor believes that Nature has placed at your hand the balance of power far good. Hidden in our American forests are many plants which correct and cure those distressing ailments which cause women to suffer with backache, bearing-down pains in the back or front of the head, nervousness and lassitude. Most all women who love Nature, who love to wander through the woods, have at one time or another picked the beautiful blossom of the Lady's Slipper (Cypripedium). This is not only a beautiful, but a very useful plant. The root of this plant when treated properly with glycerine to extract its medicinal virtues is "valuable in all cases of nervous excitability or irritability," says Prof. John M. Scudder, M. D. Another authority, Prof. F. Ellingwood, M. D., says of this plant: "Exercises special influence upon nervous conditions depending upon disorders of the female organs." Another plant which is frequently found in our American forests is Helonias, or Unicorn root. The American Dispensary says of this plant, that it "possesses a decidedly beneficial influence in an enfeebled condition of the general system, with weakness or dull pain in the head, or lumbosacral (small of the back) region. In diseases of the womanly organs, it is one of our most valuable agents, acting as a uterine tonic, and gradually removing abnormal conditions, while at the same time it imparts tone and vigor to the organs." Hence, it is much used in the treatment of irregularities and painful periods. Prof. King further says, of Unicorn root: "A particular phase removed by it is the irritability and despondency that often attends these troubles (referring to the ailments just mentioned). It has been found especially adapted to those cases in which pelvic fullness, and the aching, bearing-down organs feel as if they would fall out of the body."

Dr. Pierce, chief consulting physician to the Invalids' Hotel and Surgical Institute of Buffalo, N. Y., says that a combination of the active principles of these two native plants together with Golden Seal root, Black Cohosh and Blue Cohosh, roots when extracted by the use of pure, triple-refined glycerine of proper strength which is used instead of alcohol, will almost invariably cure those peculiar weaknesses and maladies incident to women. That is why Dr. Pierce, nearly forty years ago, devised a "Prescription" which he had found so useful in his large practice.

Dr. Pierce is frank and open about his ready-prepared medicine, called Dr. Pierce's Favorite Prescription—he tells just what is contained in it—he says it is not a cure-all, as it serves only a singleness of purpose, being for women's peculiar weaknesses and maladies, the only medicine put up for sale through druggists for the cure of such maladies, all the ingredients of which have the endorsement of leading medical practitioners and writers, as being the very best known remedies for the ailments for which "Favorite Prescription" is advised. All this will be learned to the reader's full satisfaction by perusing a booklet of extracts compiled by Dr. Pierce from standard authorities of the several schools of practice, and which will be sent free to any address on request for same, mailed to Dr. R. V. Pierce, Buffalo, N. Y.

It stands alone. Dr. Pierce's Favorite Prescription is the only medicine for woman's peculiar weakness and afflictions, all the ingredients of which are printed upon the bottle-wrapper in plain English, so that all who take it may know exactly what they are using. A further reason for the unprecedented popularity of the "Favorite Prescription" of Dr. Pierce for the special use of women is to be found in the fact that it contains not a drop of alcohol. He does not believe that an alcoholic compound is beneficial for those afflictions peculiar to women because the after-effect of spirituous wines or alcoholic medicines is harmful for weak, invalid, nervous women. What "Favorite Prescription" has done for others it will no doubt, do for you, if similarly afflicted, and you give it a good, fair and faithful trial.

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